

LATE NEWS AND GOSSIP OF THE AUTOMOBILE WORLD

Out-of-Town News Of Current Events In the Auto World

Who today is the veteran among the tourists of the country? Since the practical retirement of Percy Pierce, of Buffalo, many have claimed the honors. Mr. Pierce up to last year had driven his Pierce Great Arrow to a front position since the earliest days of touring. In every tour, The Bison retired this season. Up to the time of his retirement he had had a clear field, for Carl Paige had retired the previous year. Mr. Pierce valued the honors he held and the Pierce Arrow has gained honors through his driving it. The veterans are today arguing among themselves and ultimately as a result of the argument it is possible that a decision will be made. Claimants are putting forward their credentials.

Pioneers in the bicycle game, pioneers in the automobile game, and pioneers in the game of the airships. Such will be the history of many a man today prominently identified with the automobile industry. Reports of automobile racing in England bring the names of Edge and Jarrott prominently to the front. Both were prominent in the old cycle racing days. Undoubtedly these men will ultimately take up airship racing. In this country one-half the men prominently identified with automobile racing were prominent in cycling and all look forward to a future when airships come into vogue. After having passed through the airship era many of these men will be able to drop out of the list with enough laid by to live upon for the rest of their lives. In some instances men now prominent in automobile racing grew from the sewing machine field, entering cycling for that and now automobiling. When they have reached a prominent place in the field of air navigation they will be able to look backward just a little.

Racing teams are not at all improbable in the automobile field, for the makers have entered readily into the game of late. One maker who came forward lately with a number of cars for the Fort George hill climb and for the Atlantic City races spoke of his team, and a well-known New York agent has for some time had a team in the field ready to enter and take part in every event. Other makers have seen the publicity which has been obtained by others who have "mixed" in the field and have announced their intention of taking part. Whether in the regular course of events the makers of automobiles will support regular racing teams as was done in the old days of cycle racing, remains to be seen, but that era in motoring does not seem to be so far away. Should this supporting of racing teams come to be a fact, the days of the promoter will be made a lot easier, and track events will be run regularly throughout the country, while special tracks for automobile racing will be constructed all over the country.

It seems surprising that neither France nor England has appreciated the value of meeting the demand for medium-priced machines. They have devoted their energies almost exclusively to manufacturing the most expensive type of cars, and for this reason it is not surprising that England has failed to America to meet this want. There is a great field abroad for runabouts, and English makers are beginning to wake up to this fact and are preparing to supply this demand. While few, if any, of the expensive American cars are exported, statistics show that there is a general increase in the number of American runabouts exported.

A storage battery will lose its strength if left for any long period of time. If it is desired to put a battery away and still retain the charge, the plates should be removed from the liquid and hung up in a cool, dry place. They will then suffer no deterioration, no matter how long they be left unused.

James Couzens, of Detroit, former chairman of the committee of management of the American Motor Car Manufacturing Association, who returned to this country on the Kaiser Wilhelm der Grosse, last Tuesday, made some interesting remarks concerning the automobile business in Europe.

Mr. Couzens visited thirty-eight of the larger cities, and was in all the European countries, except Greece, and Turkey, traveling 19,000 miles. "Generally speaking the prospects for American manufacturers in Europe would appear to be good if they meet the conditions and requirements of these various countries," he said, "but to attempt to do it on the lines on which business is done in America would make it a fruitless task."

"The American manufacturers, not only in the automobile industry, but in most all lines of manufacture, have not catered to European requirements and have not given the European business the care and attention it should have, considering the possibilities."

PERSONAL NOTES OF MOTORISTS

(Continued from Eighth Page.)

T. B. Sergeant, of Willage, Gibbs & Daniels, and three other Washingtonians are taking this trip today.

William Phillips, Third Assistant Secretary of State, has abandoned his proposed tour through New England on account of ill health. He has ordered his auto, which has been stored at the L. P. Dorset Garage, shipped to his home, at Boston, where it will be available for local use during the summer. Mr. Phillips will not return to this city before late this fall.

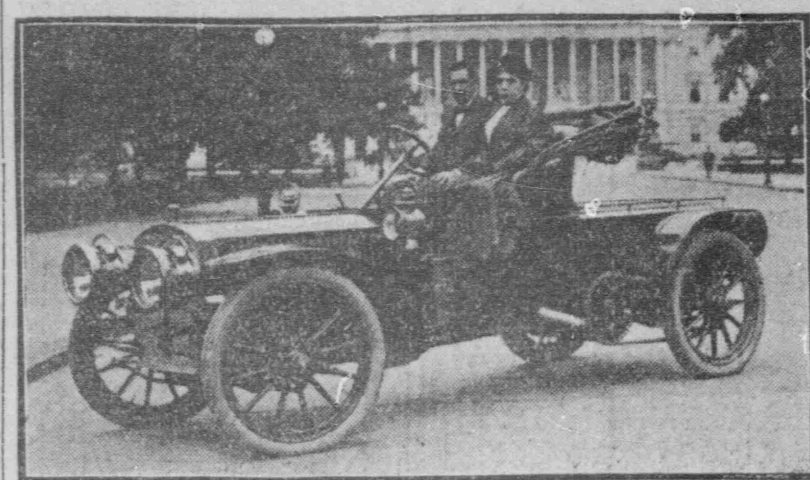
J. M. Stoddard, of the Cook & Stoddard Company, arrived in Washington on Tuesday from Lake Placid, N. Y., where he spent his vacation.

General Harries was the purchaser of a 30-horsepower Pierce Great Arrow from the Cook & Stoddard Company this week.

Philip T. Hall, who has been in Ohio with his model D Franklin for two weeks, returned on Wednesday. The entire run was made without accident and Mr. Hall met with excellent weather conditions.

Mrs. Glennan, wife of Major Glennan, of Chevy Chase, is back after an

Now Touring Country In a Home-Made Auto



MR. AND MRS. JAMES L. MACKINTOSH.

James L. Mackintosh Will Travel 6,000 Miles in Auto Built By Himself.

What is probably one of the most remarkable examples of individual automobile construction seen in this city is the car built by J. S. Mackintosh, of 120 West 102d street, New York, and now in storage at the Washington Garage.

Mr. Mackintosh is the proprietor of a garage in New York city and it has been his ambition to build a car without any outside aid. He began work on the car in idea about a year ago and the car in which he is now touring the United States marks the culmination of his endeavors.

In appearance the machine bears none of the well known hall marks of amateur construction. All the metal work is of nickel steel and it is painted red, resembling in design a Thomas Flyer.

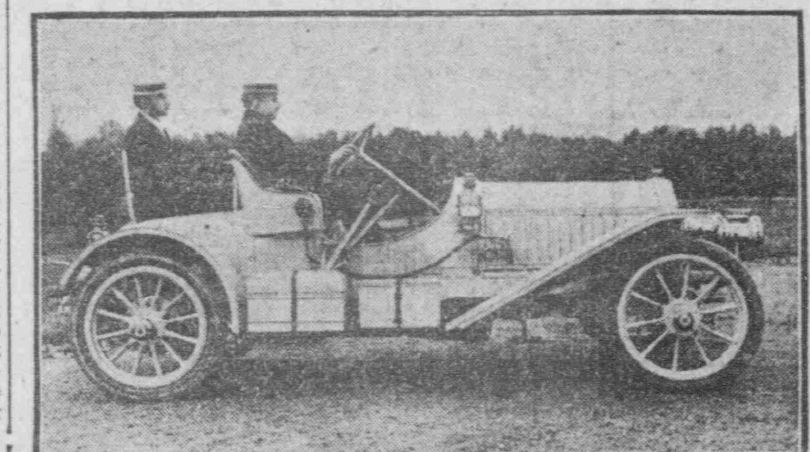
The car is equipped with four cylinders, a double chain drive and a 120-inch wheel base. The engine is 60-horsepower, and the tank has storage capacity of fifty-five gallons. The entire run from New York to Washington was made without recharging—a feat which can only be accomplished by the larger models of factory made touring cars.

The body is fashioned after the runabout model with carriage top and a commodious space for baggage.

Mr. Mackintosh and his wife left the metropolis last week, having been in this city for a week. They will go from here to San Francisco, visiting the important cities en route. The entire tour will cover two months.

The run from New York here was made on the full speed with the view of discovering any defects in the mechanism. No difficulties were experienced and Mr. Mackintosh is confident of making the itinerary without any break down, which would be due to defects in the machine.

Advance Model of Popular Car



Wallace C. Hood, of the Motor Car Company, Demonstrating in a New Peelless Car.

eleven days' trip to Boston in her Model D Franklin. She covered 1,200 miles, touring the New England States and spending some time in the Berkshire Hills.

A. J. Early starts Saturday morning for Asbury Park in his Franklin. The trip, lasting ten days, will also include Long Island and New York.

J. A. Meunheisen, of the Luttrell Company, spent the week at the Buick factory at Jackson, Mich. Before returning he will also visit the Babcock works at Buffalo.

Dr. Kaufman was the purchaser of an electric auto from the Luttrell Company this week.

Dr. William G. Irving, who has been away for some time, is now exploring the out of the way places in New England in his Maxwell runabout. He left this city the latter part of June.

The Luttrell Company, of Fourteenth street, reports a sale to A. H. McKinney, of Lime Kiln, Md. The car was a four-cylinder Buick. Mr. McKinney will give his purchase a try out in a run through Maryland and Virginia.

Charles G. Jordan, of Indianapolis, was in Washington this week in the interests of the Mermon Car Company. While in this city he made his headquarters at the Dewey Garage of L street. He left here on Wednesday for a tour through Virginia and West Virginia before returning West.

John A. Lutze and a party of friends ran to Great Falls on Thursday in an Oldsmobile and spent the day fishing. Mr. Lutze was conspicuously careful in running through the tutelary realm of Marshal Collins, as he is unwilling to incur any more fines until the courts decide on the cases he has already appealed.

M. F. Hickman arrived in Washington after a business trip to New York. While in that city he purchased a consignments of cars for the Dewey Garage.

R. H. Klock, Otto Jacob, and W. E. Burt tested the trip to Laurel, described in last Sunday's Times, on Wednesday. They went out by way of the Bladensburg road and returned over the Ram's Horn road. This route is becoming extremely popular for a short trip.

Harry Lansdale and family leave on Monday for Harpers Ferry and Winchester by way of Frederick. The run will be made in a Columbia car.

E. H. Newmeyer and family who left Sunday for Harpers Ferry in a Columbia car returned on Wednesday and report a successful trip.

Charles E. Miller & Co., report the following sales: Lieut. J. P. Jackson, U. S. A., purchased a four-cylinder Ford runabout and Dr. W. D. Crosby, resident surgeon of Soldiers' Home, is now the owner of a new model R Ford runabout. W. T. Sargent, of Mt. Pleasant, also bought a car of the same model this week.

John C. Wineman, who has been touring Pennsylvania in a 20-horsepower Mitchell runabout, returned last Monday, making the trip from Bedford, Pa.,

Directory of Local Automobile Dealers; Cars They Represent

Car.	Garage or Company.	Location.
Atlas	Maxwell Agency	1828 L street northwest.
Auburn	Auburn Auto Company	1312 Staunton court.
Auocar	Pope Automobile Company	817 Fourteenth street northwest.
Aerocar	J. B. Maxwell	829 Fourteenth street northwest.
Buick	Luttrell Company	1711-1713 Fourteenth st. northwest.
Babcock	Luttrell Company	1711-1713 Fourteenth st. northwest.
Baker	Cook & Stoddard	1711-1713 Fourteenth st. northwest.
Columbia	Dupont Garage	2020 M street northwest.
Corbin	Dupont Garage	2020 M street northwest.
Cadillac	Cook & Stoddard	Twenty-second and P sts. nw.
Darracq	Cook & Stoddard	Twenty-second and P sts. nw.
Elmore	Charles C. Hughes & Co.	643-5 Maryland avenue northeast.
Ford	Charles E. Miller & Bro.	1105-07 Fourteenth st. northwest.
Franklin	Cook-Stoddard Company	Twenty-second and P sts. nw.
Glide	L. P. Dorset & Co.	Seventeenth and U sts. northwest.
Jewel	Capitol Hill Garage	615 B street southeast.
Logan	Commercial Auto and Supply Co.	1313 New York avenue northwest.
Lambert	S. G. Meeks' Sons	622 G street northwest.
Mitchell	Capitol Hill Garage	615-617 B street southeast.
Maxwell	Maxwell Agency	1828 L street northwest.
Orient	J. A. Lutz	Fourteenth and R sts. northwest.
Oldsmobile	Pope Automobile Company	817 Fourteenth street northwest.
Pope-Toledo	Pope Automobile Company	817 Fourteenth street northwest.
Pope-Hartford	Pope Automobile Company	817 Fourteenth street northwest.
Peerless	Motor Car Company	1315 New York avenue.
Pierce-Arrow	Cook & Stoddard	Twenty-second and P sts. nw.
Pope-Tribune	Pope Automobile Company	817 Fourteenth street northwest.
Rambler	Capitol Hill Garage	615 B street southeast.
Reo	Charles E. Miller & Bro.	1105-07 Fourteenth st. northwest.
Stevens-Duryea	Motor Car Company	1315 New York avenue.
Stanley	Lockwood Company	Thirty-second street, near N.
Stoddard-Dayton	Maxwell Agency	1828 L street northwest.
Thomas	Motor Car Company	1315 New York avenue northwest.
Waltham	Dupont Garage Company	2020 M street northwest.
Wayne	Commercial Auto and Supply Co.	1313 New York avenue.
White Steam	Cook & Stoddard Company	Twenty-second and P sts. nw.
Waverly	Pope Automobile Company	817 Fourteenth street.
Winton	H. G. Wagner	938 P street.

of the main office on Connecticut avenue.

This move was made necessary by the fact that the increasing business of the Capitol Hill Garage demanded additional floor space, which could not be obtained at the original location. Mr. Flynn also has many clients in the northwest, and it is to accommodate both these and his East Washington patronage that the two garages will be operated.

The new plant will make a specialty of repair work, and ample space will be provided for storage.

The longest automobile trip undertaken by a local owner was started when C. W. Shaw and a party of friends left with his 50-horsepower Thomas Flyer, headed for Canada and back. His journey is entirely one for pleasure and will be taken along in easy stages, with stopovers in the principal cities. The first part of his journey will be through Lancaster and Harrisburg and on up to Buffalo, where he expects to spend about a week with some friends. Before his return his trip will have covered several thousand miles of going over all kinds of roads and through all the principal Eastern States.

W. S. Belding, president of the Automobile Club of Maryland, and a party of friends composed of John Frick, E. H. Bouton, and A. H. Rutherford leave on Friday in Mr. Belding's Little Six Stevens for a week-end trip through the

Blue Ridge mountains, where they will stop at Buena Vista for Sunday. Mr. Belding has been driving Stevens cars for three years and, in speaking of the reliability of cars as at present made, states that in the five months that he has been driving his present car he has not missed a day, rain or shine, that he has not covered fifty miles or more.

A. Stanley Zell, of the Motor Car Company, has just returned from a fast trip with his new Thomas roadster. During the trip he tried the new route to Philadelphia by going over the ferry across the Susquehanna to Port Deposit and through Wilmington and Chester to Philadelphia, and over this route the run from Washington to Philadelphia can be made with a good run in one day's run.

On reaching the good roads of New York State and Massachusetts, Mr. Zell let his Thomas Flyer out a couple of links and made some very fast runs, his greatest single day's run being from Stamford, Conn., to Boston, Mass., a distance of 210 miles, which he covered in a little over ten hours, not taking out for a stop in Hartford for lunch.

The Maxwell Garage having found the old quarters at 1028 Connecticut avenue too cramped and small, have moved around the corner to 1828 L street northwest, which is only about one block from the avenue. The new garage and sales-

room, while not the largest, is probably one of the best arranged buildings in the city for the storage of automobiles. It is constructed of brick and cement and is practically fireproof. The first floor is of sufficient size to accommodate the largest touring cars, while the second floor, which is reached by a large elevator, contains the repair shop and has plenty of floor space besides for storage.

Messrs. Thomas and Tolman found their storage business on Connecticut avenue so profitable that they have decided to go into it on a large scale and believe by giving the business their personal attention at all times they can give their customers the same satisfaction they have had in the old quarters. Besides storing cars and repairing them have made arrangements for handling several makes of cars besides the Maxwell and Stoddard Dayton, and in this manner can furnish the prospective buyer any type of car he may prefer, from the medium priced runabout to the expensive touring car or limousine.

Another dealer suggests the trip to Hagerstown and Frederick, leaving the District by the Rockville road and returning by way of Baltimore. This journey would give a better chance for the endurance test and it is for that purpose that the run is to be made. No speeding at any point in the journey will be allowed.

NOTICE OF REMOVAL THE MAXWELL AGENCY

Now Located at

1828 L Street Northwest

Only one and a half blocks
west of Connecticut Avenue

New enlarged quarters—fireproof building, with every facility for
handling automobiles from the runabouts to the largest touring cars.

Storage Solicited
at Moderate Rates

Immediate Deliveries on
Maxwell Runabouts \$840

J. R. THOMAS

Telephones Main 1470
Main 1471

1828 L St. N. W.

CARTER STOCK RAPIDLY TAKEN

Public Continues to Buy
Shares of Automobile
Company.

Managers of the Carter Motor Car Corporation, the exclusive owners of all rights and titles in the Carter two-engine automobile, say that the public continues to subscribe eagerly to stock in this company.

Less than a year ago the stock of this company was practically unknown, but through the united, determined efforts of the inventor and a small coterie of friends, the stock rose from a nominal figure until it passed its par value, and is today being sold at \$2 per share.

Not alone has the progress of the company been confined to the matter of selling its stock, but the object for which its stock has been sold has not been overlooked.

Leveling Mother Earth and laying low mighty oaks, the sound of ax and hammer now echoes through the erstwhile serene stillness, and the first group of buildings of the future home of the famous Carter two-engine car are being rushed to completion.

In no small measure did the presence of the handsome new 1908 model of this car add to the interest of the general public during its recent sojourn in this city. Without question, it materially aided in the disposal of many shares of stock and inspired confidence in this company. The good work done by the presence of this car in this city has now been transferred to the Jamestown Exposition.

Endurance Test Favored By Autoists

A number of wide-awake Washington auto dealers are discussing the feasibility of an endurance test for cars handled by local establishments. No definite action has yet been taken, but all who have heard of the proposition are anxious to see it materialize.

The rules governing the contest and the route to be pursued are matters to be taken up by some body in which the dealers are represented. Several itineraries have been proposed and the one which seems to meet with the most favor is that to Baltimore and return. What is known among the initiated as the "long road" to the Monumental City, passing through Ellicott City, leaves nothing to be desired in the way of difficulty as this is one of the poorest highways in this vicinity. The return trip would be made over the shorter Bladensburg-Laurel route.

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MEETS EVERY DEMAND

Mitchell

THE SHOW ME CAR

The Mitchell Garage
1028 Conn. Ave. N. W.
Phone Main 4024

Capitol Hill Garage
615-617 B St. S. E.
Phone Lincoln 336

OPENS TODAY The "Mitchell" Garage

New Home of the Mitchell "Show Me" Car
1028 Connecticut Ave. N. W.

Formerly Occupied by the
Maxwell Agency

Satisfactory Storage
Dependable Repairing
High Power Touring Cars for Hire